

Message Text

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PAGE 01 TOKYO 11338 280840Z
ACTION OES-07

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FOR OES/APT/SA: INR/DDC

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E.O. 11652: N/A
TAGS: TECH, ETRN, JA
SUBJECT: JAPANESE DEVELOPMENT OF STOL AIRCRAFT

REF: (A) 76 TOKYO 16274; (B) 76 TOKYO 11870

1. THE PLANS OF DEVELOPMENT OF A DOMESTIC STOL AIRCRAFT AND
ENGINE HAVE BEEN OUTLINED IN A SERIES OF RECENT ARTICLES IN
"AVIATION REPORT," A JAPANESE WEEKLY. THE SCIENCE AND TECHNOLOGY
AGENCY WILL SPONSOR THE PROJECT AS A MODIFICATION OF THE C0
1
TRANSPORT NOW USED BY THE AIR SELF-DZHEMSE FTTNNZFOM THE
NATIONAL AEROSPACE LABORATORY OF STA HAS FINVFJN
PLRELIMINARY
STUDIES OF THE MODIFIED C-1 AND WILL BEGIN WORK ON THE DESIGN
OF MAJOR SYSTEMS FOR THE STOL.

2. THE TIMETABLE ESTABLISHED BY STA FOR THE PROJECT IS:
1978 - BASIC DESIGN AND INITIAL PRODUCTION OF PROTOTYPE HARD-
WAR: 1979 - BEGIN DETAIL DESIGN WORK AND START PROTOTYPE
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CONSTRUCTION: 1981 - FINAL CONSTRUCTION AND 1982 BEGIN
FLIGHTS TESTS. THIS PROJECT WILL BE CONDUCTED AS A
PRELUDE TO THE DEVELOPMENT PROGRAM FOR THE ADVANCED
STOL JETLINER ADVOCATED BY THE NATIONAL AERONAUTICAL
COUNCIL. UNDER THAT PROPOSAL, DESIGN WORK WILL START
IN 1982 WITH PROTOTYPE PRODUCTION IN 1985 AND COMMERCIAL
PRODUCTION BY 1987. THE AIRCRAFT ENVISIONED BY THE

AERNAUTICAL COUNCIL WILL SEAT 150 AND BE ABLE TO
OPERATE FROM A 900 METER LONG RUNWAY.

3. THE EXPERIMENTAL C-1 MODIFICATION PROJECT WILL USE
THE JFR 710 ENGINE NOW UNDER DEVELOPMENT AS A REPLACE-
MENT FOR THE PRATT AND WHITNEY ENGINES NOW USED ON THE
C-1.

4. THE SOCIETY OF JAPANESE AEROSPACE COMPANIES HAS ALSO
CALLED ON THE SCIENCE AND TECHNOLOGY AGENCY TO SUPPORT
AND HELP FUND THE DEVELOPMENT OF AN ADVANCED COMMERCIAL
STOL AIRCRAFT. THE SOCIETY HAS INDICATED THAT THE
INDUSTRY IS VERY STRONGLY INTERESTED IN THIS PROJECT AND
PREPARED TO MAKE SUBSTANTIAL COMMITMENTS OF R & D FUNDS
IF THE GOJ WILL SUPPORT THE PROJECT. THE ESTIMATED BUDGET
FOR THE MODIFIED C-1 STOL DEVELOPMENT IS 63 MILLION
DOLLARS WITH ADDITIONAL CONTRIBUTIONS MADE BY INDUSTRY
IN THE FORM OF TECHNICAL COOPERATION. IT IS NOT CLEAR
IF THIS BUDGET INCLUDES ANY OF THE DEVELOPMENT COSTS FOR
THE FJR 710 ENGINE.

5. TECHNICAL SPECIFICATIONS AND DESIGN DETAILS APPEAR
TO BE EVOLVING ALONG FOLLOWING LINES. CRUISING SPEED
WILL BE AT ABOUT MACH 0.7 - 0.8; NOISE REDUCTION WILL
BE ONE OF PRIMARY OBJECTIVES, SO LARGE TAKE-OFF AND
LANDING ANGLES WILL BE EMPLOYED; UPPER SURFACE BLOWN
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LIFT AUGMENTATION WILL HELP TO REDUCE NOISE, SO THAT
NOISE FOOTPRINT WILL BE ABOUT ONE-TENTH THAT OF CURRENT
JET TRANSPORTS; EFFORTS WILL BE MADE TO INCORPORATE
LIGHT-WEIGHT COMPOSITE MATERIALS INTO RUDDERS, ELEVATORS,
AND HORIZONTAL TAIL WING SPARS; A COMPUTERIZED FLIGHT
CONTROL SYSTEM WILL BE DEVELOPED.
MANSFIELD

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NNN

Message Attributes

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